

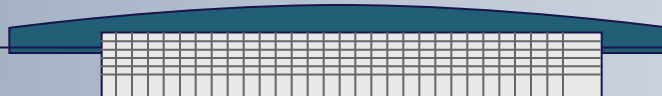
Cape Cod Gateway Airport Environmental Review Update (EEA#16640)



**Community Outreach
Meeting #5
August 27, 2024**

2:00 PM (virtual – Zoom) Virtual

**6:00 PM (in-person) – Jim Crocker
Hearing Room, 2nd Floor, Barnstable
Town Hall, 367 Main Street, Hyannis,
MA 02601**



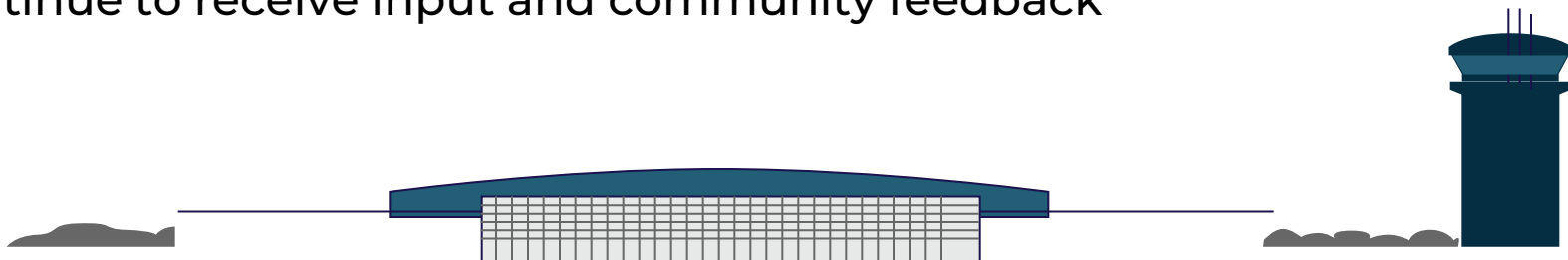
Agenda

1. Introduction / Meeting Goals
2. Project Timeline
3. Meeting topics related to written comments on Draft EA/EIR
4. Next steps and how to comment on the Final EIR to MEPA



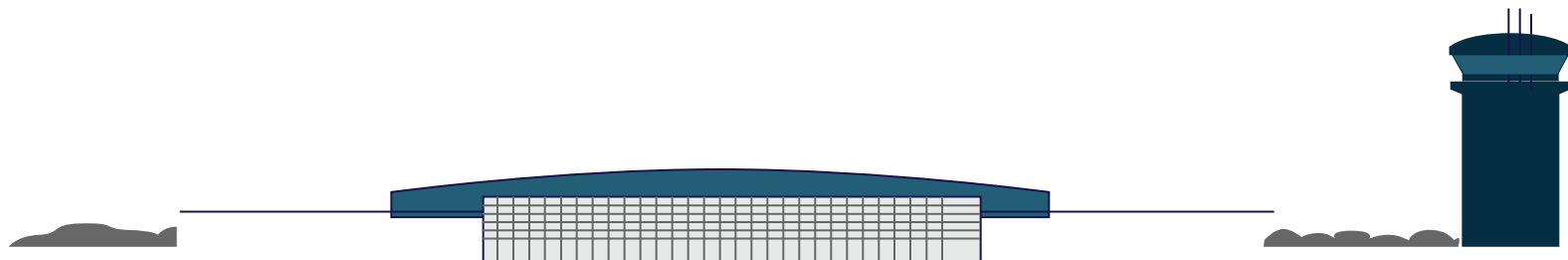
Meeting Goals

1. Discuss comments on Draft EA/EIR received by MEPA
16 Total written comment letters received =
 - 4 Agency comment letters
 - 12 Public comment letters
2. Provide project updates
3. Provide an opportunity to answer questions
4. Assist community members to develop “substantive comments” for MEPA.
5. Continue to receive input and community feedback

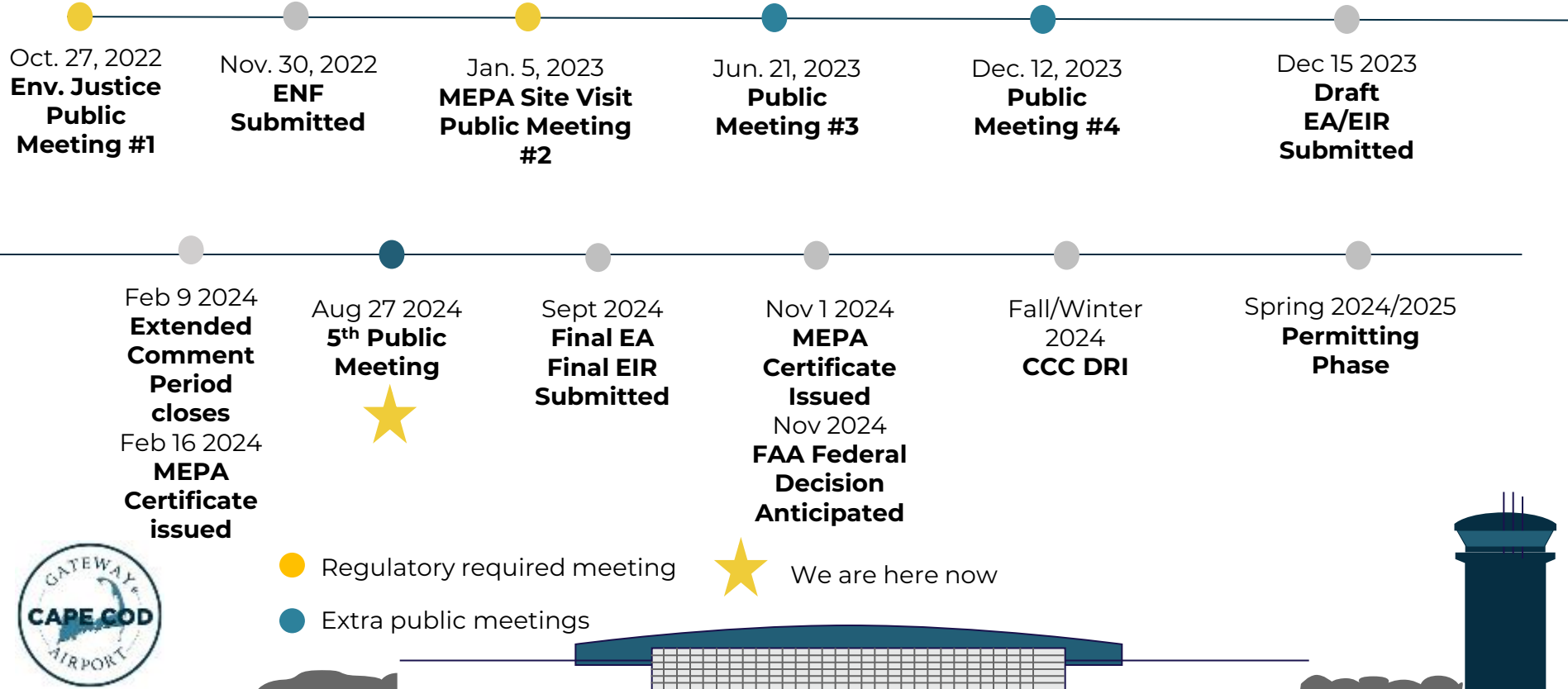


Meeting Question & Answer Format – In-Person/Virtual

- Format: questions will be moderated by topic during designated points during the presentation by the Project Team
- Please raise your hand at the end of the topic presentation so that questions can be taken in an orderly fashion
- Please give your name
- Note: Only comments submitted to the MEPA office and/or project specific email during the comment period will be official comments considered during the Final EIR/Final EA phases.
 - MEPA@Mass.gov or enviroHYA@epsilonassociates.com



Project Timeline & Community Outreach



State

Massachusetts Environmental Policy Act (MEPA)

- ✈ **Environmental Impact Report (EIR), Draft & Final EIR**
- ✈ MEPA issues a **Certificate** for each submittal documenting compliance with MEPA, findings, and required permits.

Federal

National Environmental Policy Act (NEPA)

- ✈ **Environmental Assessment (EA), Draft and Final**
- ✈ Final decision is called a **Federal Finding**

Joint Draft EA/EIR

- one document addressing both regulatory requirements

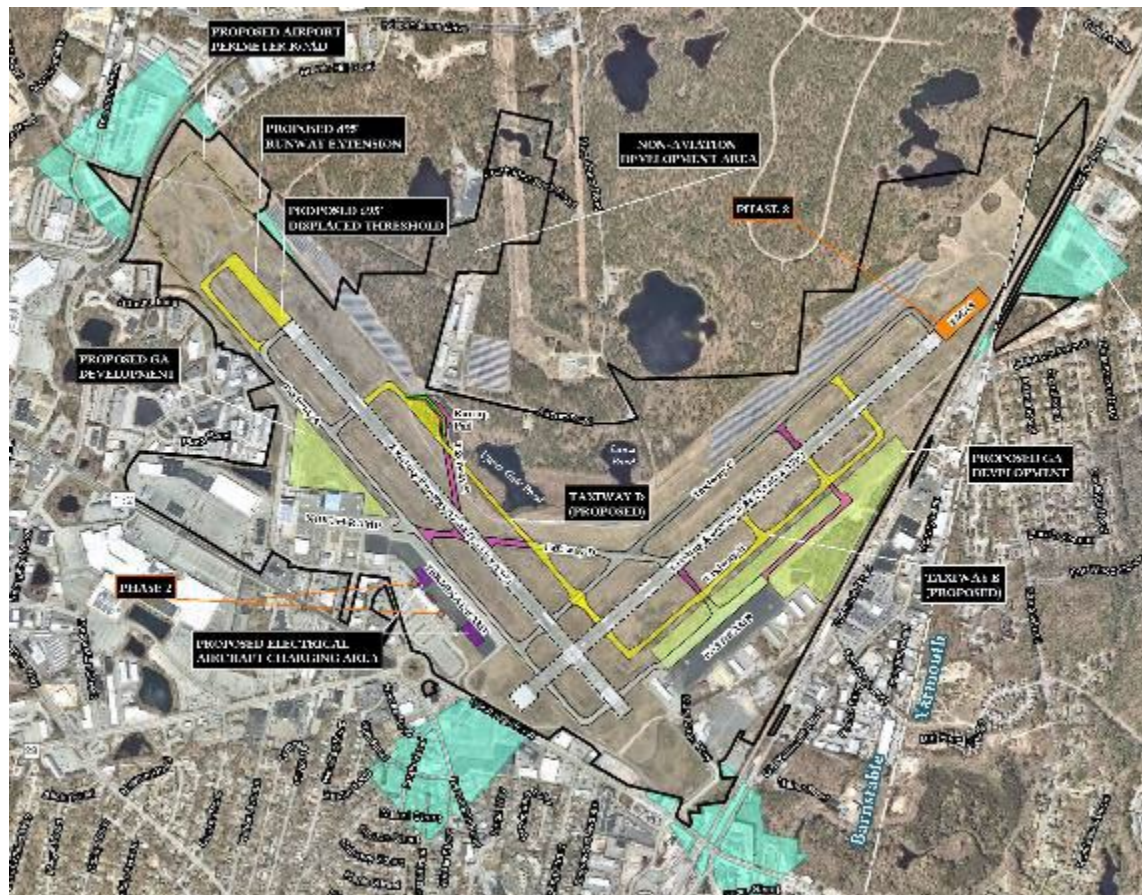
Separate Final EA and Final EIR documents

- Two separate documents to address individual regulatory requirements



PROPOSED PROJECTS

- ✈ Taxiway B
- ✈ Taxiway D
- ✈ Taxiway E removal
- ✈ Easement acquisition for RPZ and RSAs (existing/proposed)
- ✈ Runway 15 895' Extension
- ✈ Taxiway A extension
- ✈ Aeronautical Development Areas
- ✈ SRE Building





MEPA COMMENTS RECEIVED & RESPONSES

During the 60-day Comment Period - MEPA comments received included the following:*

Airport Noise

Groundwater/Aquifer Protection

Air Quality / Greenhouse Gas Emissions

Wetland Impacts

Tree Removal

Public Health/Environmental Justice

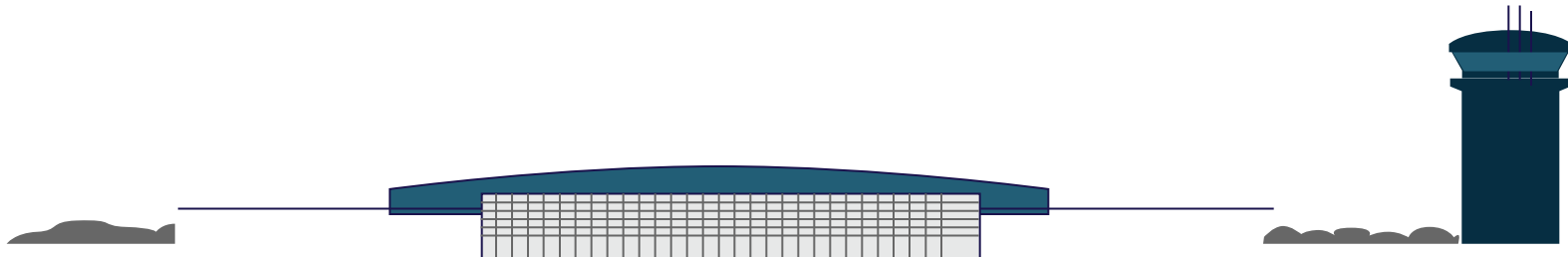
Airport Usage/Location

***All comments can be viewed in their entirety within the Secretary's Certificate**



MEPA Comments Received

Airport Noise



NOISE COMMENTS/STATEMENTS



C: Noise modeling doesn't count as measuring noise



C: Draft EA/EIR didn't really include a Part 150 study



C/M: Flight path analysis should be required

NOISE RESPONSE

C: Comment Letter
M: MEPA Certificate

- ✈ Aviation Environmental Design Tool (AEDT) Modeling = FAA standard requirement of software to model noise
 - ✈ AEDT used in this EA/EIR study
 - ✈ AEDT = FAA model required to complete an FAR Part 150 Study
- ✈ FAA uses AEDT to generate average annual noise results for an airport
- ✈ Noise contours do not impact residential property therefore other studies are not required
 - ✈ However, the airport is committed to analyzing flight takeoff procedures on a separate timeframe and will start that process shortly

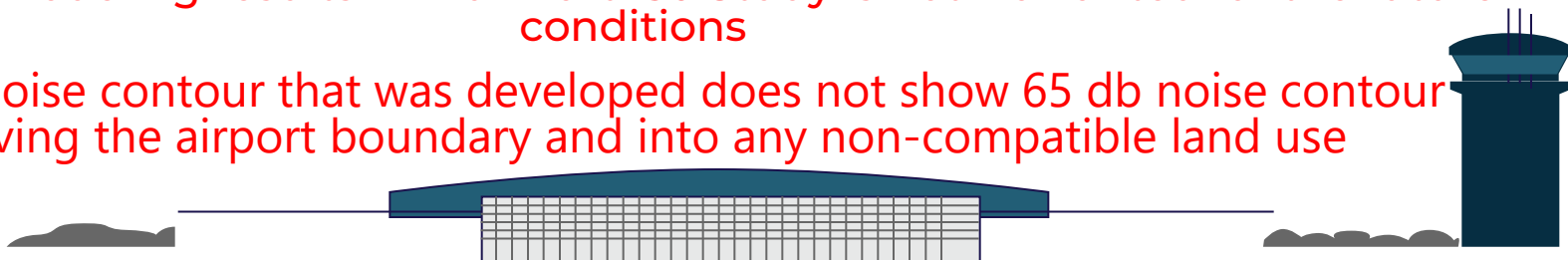


NOISE RESPONSE (Cont.)

- ✈ Part 150 – Noise Compatibility Study (CFR Title 14 Part 150)
 - ✈ The Noise Exposure Maps developed = consistent FAA requirements for a Part 150 Noise Analysis, including the use of FAA-approved noise modeling software (AEDT)
 - ✈ The Noise Exposure Maps developed = all surrounding land uses meet FAA compatibility criteria under the future conditions.
- ✈ A Part 150 Study includes two technical components:
 - ✈ Noise Exposure Maps = define existing/future aircraft noise exposure boundaries
 - ✈ Noise Compatibility Plan = identifies mitigation measures for non-compatible land uses.
- ✈ Noise contours developed = mirror the requirements of a Part 150 Study
 - This includes modeling/creation of noise exposure contours (existing vs. future build and no build conditions)

Based on modeling results = A full Part 150 Study is not warranted for the future conditions

Noise contour that was developed does not show 65 db noise contour leaving the airport boundary and into any non-compatible land use



NOISE RESPONSE (Cont.)

- ✈ Federal Noise Metric: Day-night average sound level (DNL) noise
- ✈ The DNL metric used to reflect a person's cumulative exposure to sound over a 24-hour period, expressed as the noise level for the average day of the year based on annual aircraft operations
- ✈ Provides a mechanism to describe the effects of environmental noise in a uniform way for all airports
- ✈ DNL is the standard Federal noise metric used determining cumulative exposure of individuals to noise

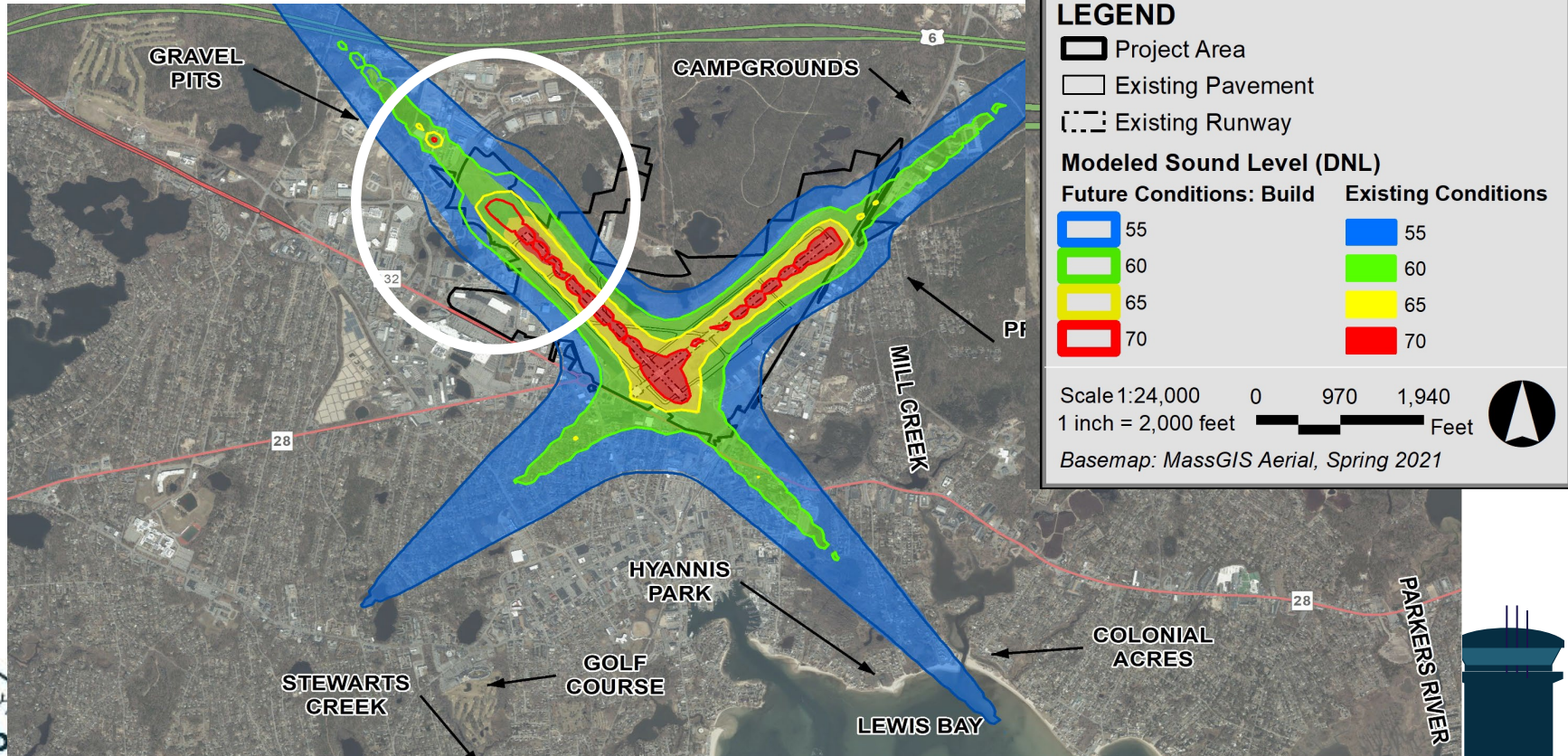
DNL - DAY-NIGHT AVERAGE SOUND LEVEL



70 dBA - Commercial land uses are compatible with (DNL) & some uses higher (e.g., utilities)

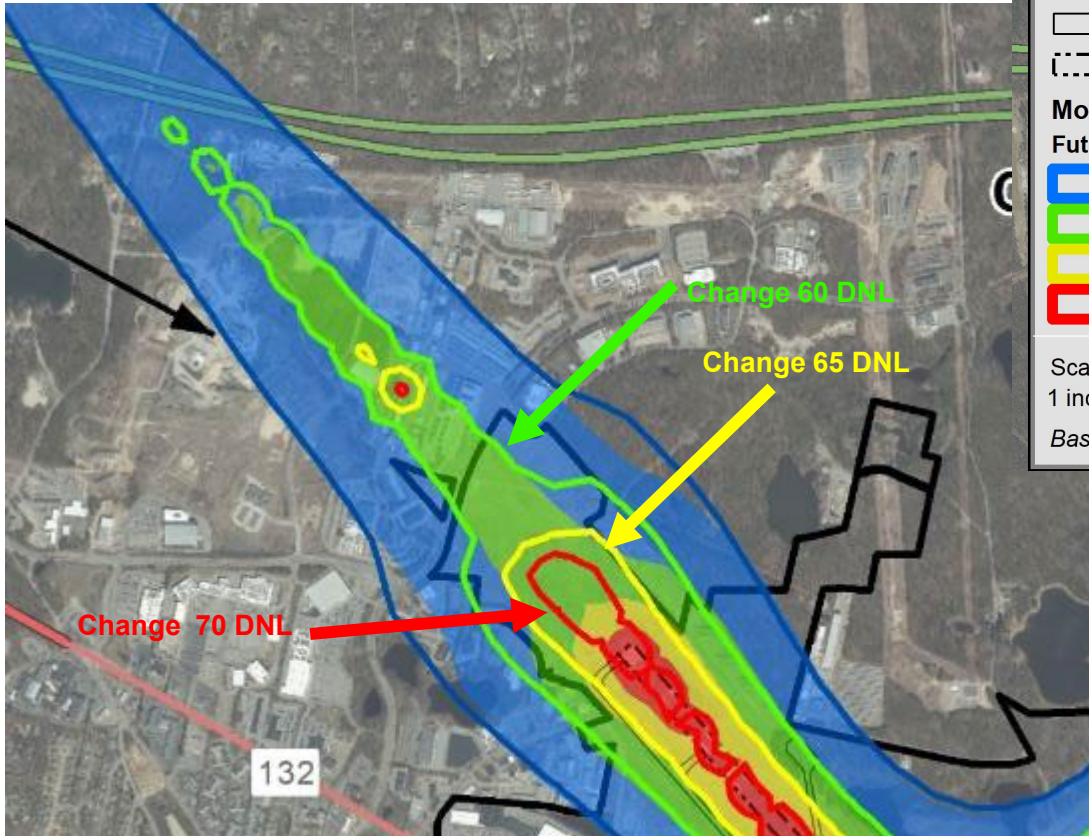
65 dBA (DNL) or less - All land uses are considered compatible

Build vs. No Build Condition (2040)



Build vs. No Build Condition (2040)

60 DNL
shown for
information
purposes
only



LEGEND

- Project Area
- Existing Pavement
- Existing Runway

Modeled Sound Level (DNL)

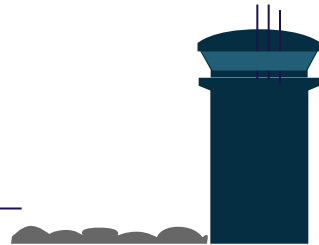
Future Conditions: Build	Existing Conditions
55	55
60	60
65	65
70	70

Scale 1:24,000 0 970 1,940
1 inch = 2,000 feet Feet

Basemap: MassGIS Aerial, Spring 2021



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TAKEOFF PROCEDURE ANALYSIS EFFORT



Project Management Team (PMT) will coordinate with Airport



Project Advisory Committee (PAC) of community representatives



**Determine Expectations/
Establish Baseline**



Prepare Alternatives Analysis



**Outcome:
Recommended Action Plan for Potential Improvements**

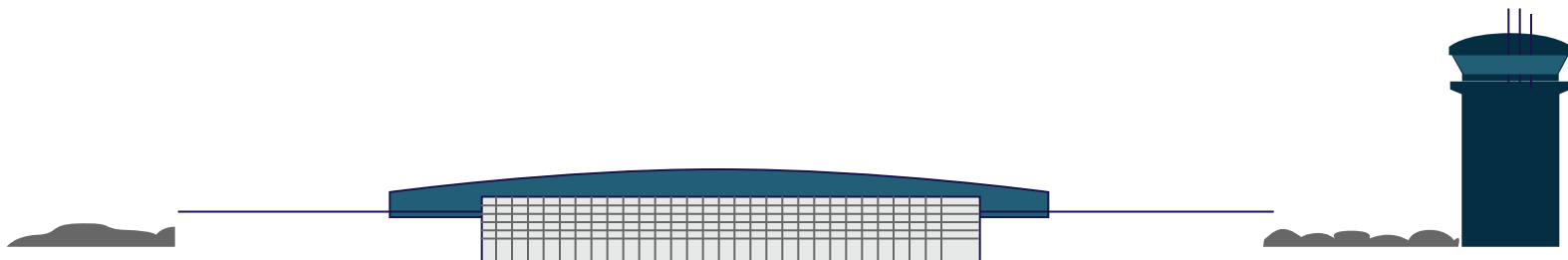
Establish goals to define issues and determine process

Identify limitations & opportunities/options such as voluntary and involuntary noise abatement procedures, processes and controls

Preliminary list of alternatives
Voluntary & Involuntary

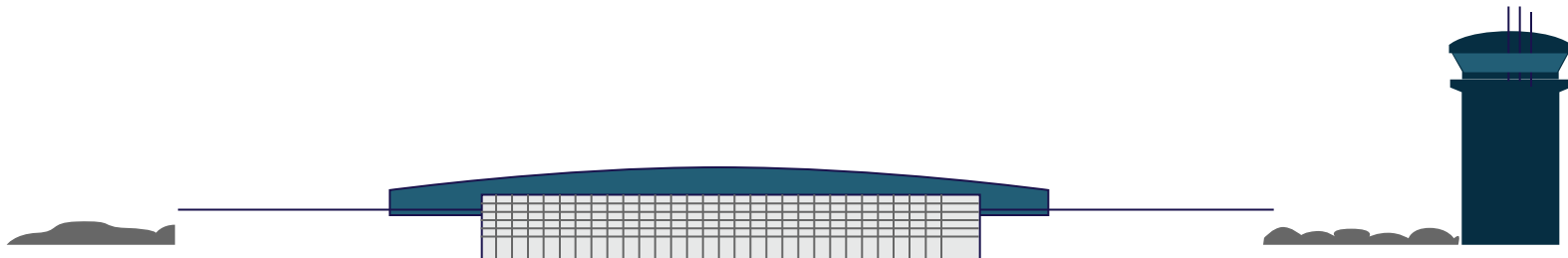


Questions related to noise?



MEPA Comments Received

Groundwater/Aquifer Protection



GROUNDWATER/AQUIFER COMMENTS/STATEMENTS



C/M: What are the existing and future measures to protect water supply?



C: How is groundwater monitored?



C/M: How will groundwater be protected during construction?



C/M: How are water supply wells protected?

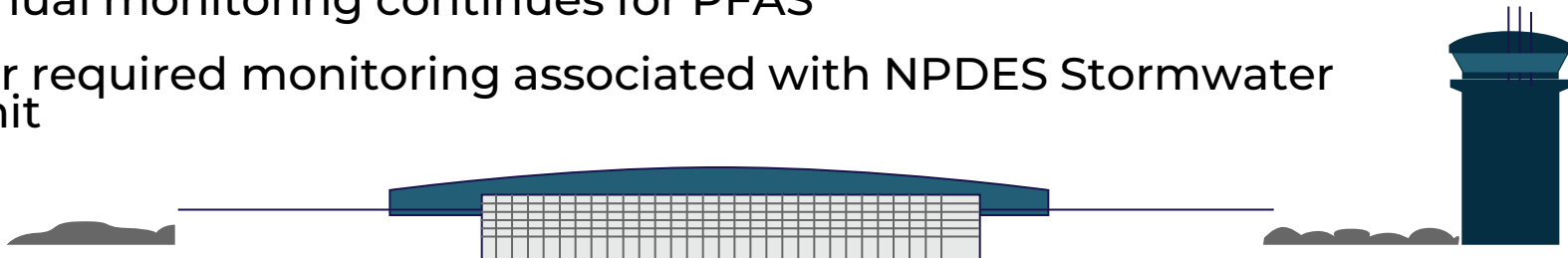
GROUNDWATER/AQUIFER RESPONSE

- ✈ No disturbance of capped PFAS areas is proposed
- ✈ Soil sampling will occur to inform design and soils management during construction
- ✈ Continued monitoring of groundwater wells
- ✈ SWPPP and SPCC plans will remain in place with monitoring and reporting
- ✈ Stormwater management design will be protective of aquifer



GROUNDWATER/AQUIFER RESPONSE (cont'd)

- ✈ Monitoring data available
- ✈ Airport has collected over 131 soil samples, 210 groundwater samples, and 3 surface water samples (Upper Gate and Lewis Ponds) for PFAS analysis.
- ✈ Forensic analysis used to determine extent of PFAS plumes relating to:
 - Airport
 - Barnstable County Firefighting Training Academy
 - Other Industrial sites
- ✈ Airport plume extent - estimated using USGS modeling utilizing pumping rates at the Maher wells (DEP accepted method)
- ✈ Biannual monitoring continues for PFAS
- ✈ Other required monitoring associated with NPDES Stormwater permit



GROUNDWATER/AQUIFER RESPONSE (cont'd)

Proposed Stormwater Management

- Full compliance with current MassDEP Stormwater Management Standards
- Use of NOAA 14+ precipitation data
- Resilient, LID and Green Infrastructure proposed
- Increased recharge (infiltration) of stormwater

Grass Channel

(Biofilter Swale)

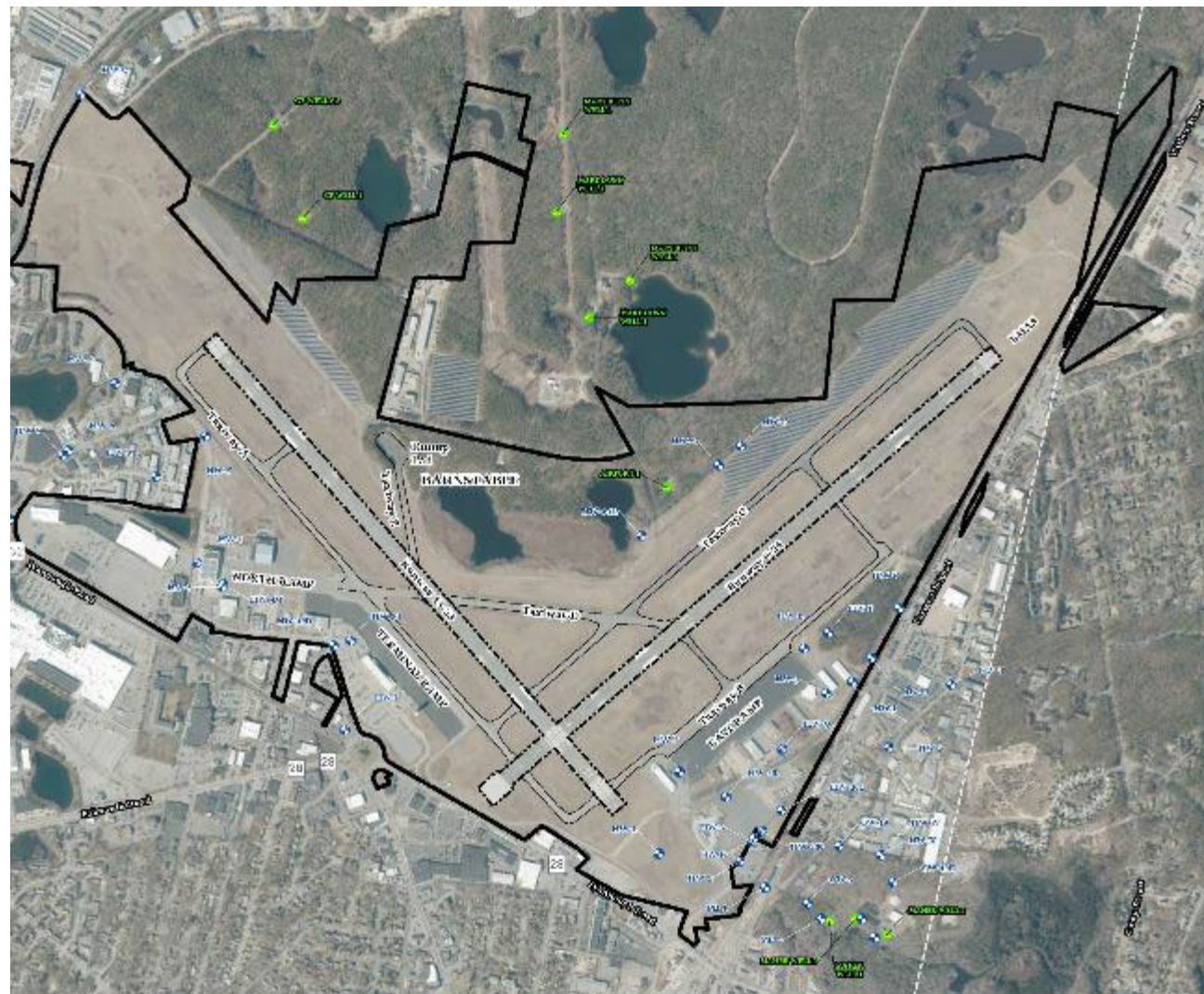


Tree Box Filter



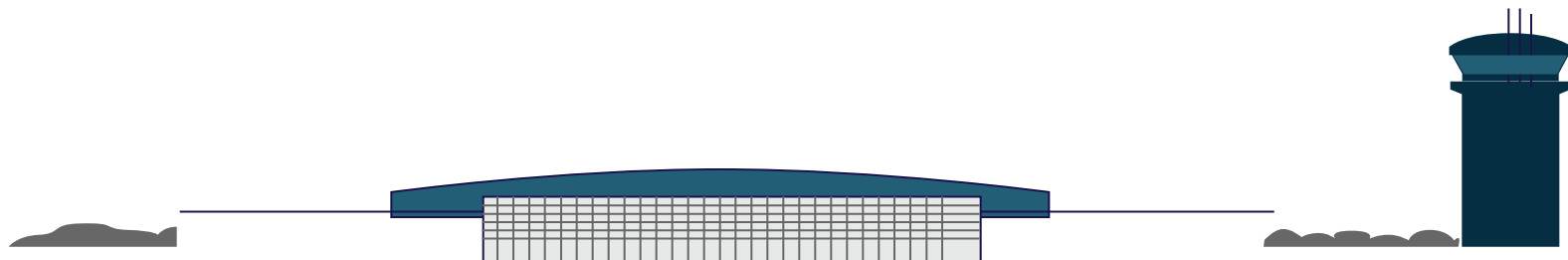
Infiltration Trenches





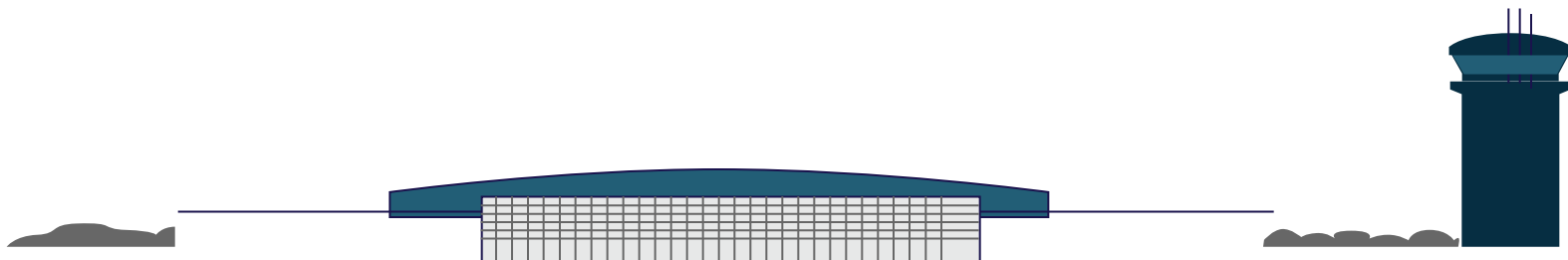


Questions related to groundwater?



MEPA Comments Received

Air Quality / Greenhouse Gas Emissions



AIR QUALITY / GREENHOUSE GAS EMISSIONS COMMENTS/STATEMENTS



M: Hangar development should be incorporated into emissions analysis



M: Should prepare an emissions inventory



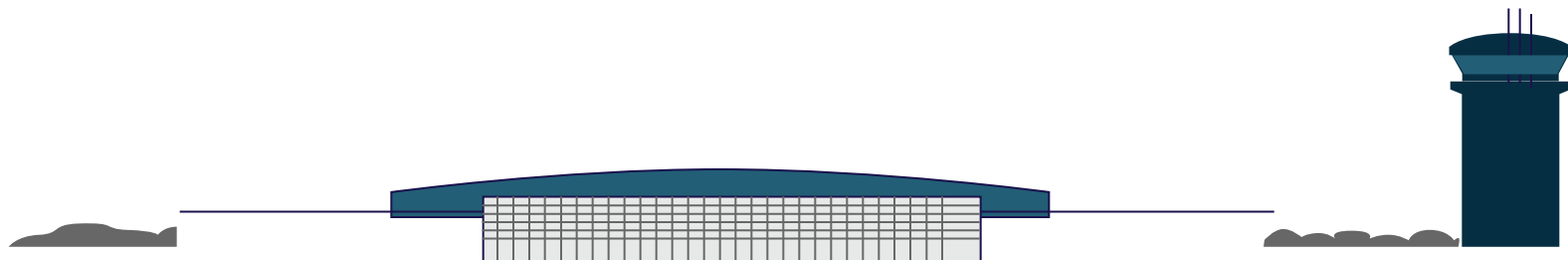
C: Plane emissions are concerning to human health

AIR QUALITY / GREENHOUSE GAS EMISSIONS RESPONSE

- ✈ Any operational changes from hangar development is reflected in the operational forecasts
- ✈ Airport meets Federal Air Quality Standards for NAAQS in Attainment Areas
 - ✈ FAA Aviation Emissions and Air Quality Handbook v4 and Accompanying Technical Support Document – guidance does not require inventory
- ✈ Airport committed to stretch code requirements for new or building upgrades
- ✈ Newer aircraft are more efficient and can emit up to 50% less emissions
- ✈ FAA has new final rule on civil aircraft emissions designed to reduce emissions
- ✈ Hangar emissions will be analyzed once a developer and design is proposed via a supplemental filing with MEPA

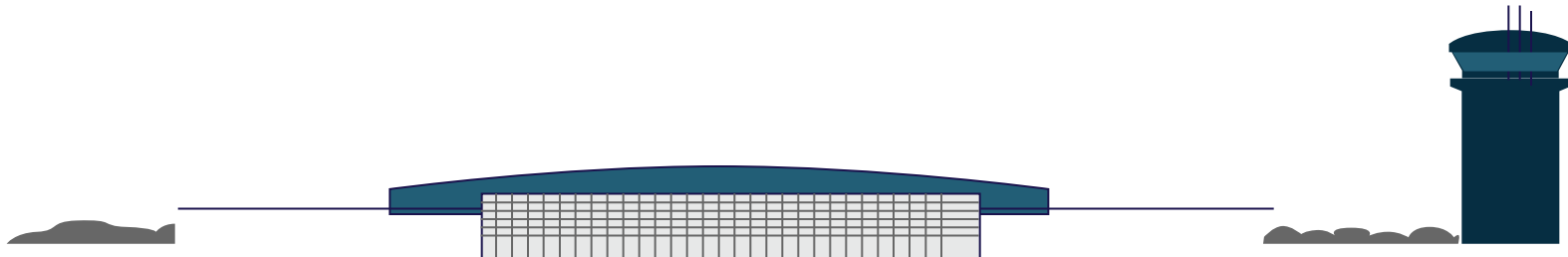


Questions related to Air Quality / Greenhouse Gas Emissions?



MEPA Comments Received

Wetland Impacts



WETLAND IMPACTS COMMENTS/STATEMENTS



C: There are too many wetland impacts



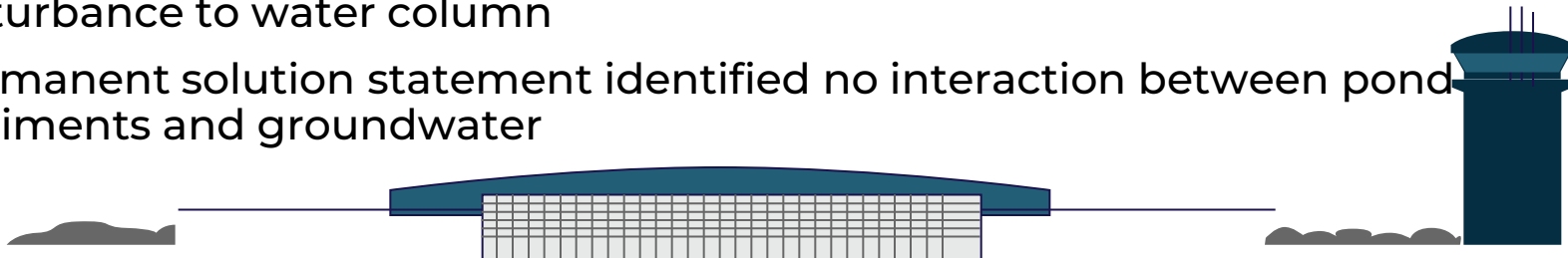
C: There are no details on wetland mitigation



C: Sediments in pond can affect groundwater

WETLAND IMPACTS RESPONSE

- ✈ Revised conceptual design to reduce vegetated wetland impacts by 35%
 - ✈ Reduced from 4,600 sf to 3,000 sf
- ✈ Mitigation: identified wetland replication area and provided conceptual plan; details, and design to be finalized during permitting
- ✈ Determined BMPs to isolate work areas within LUW to avoid sediment disturbance to water column
- ✈ Permanent solution statement identified no interaction between pond sediments and groundwater



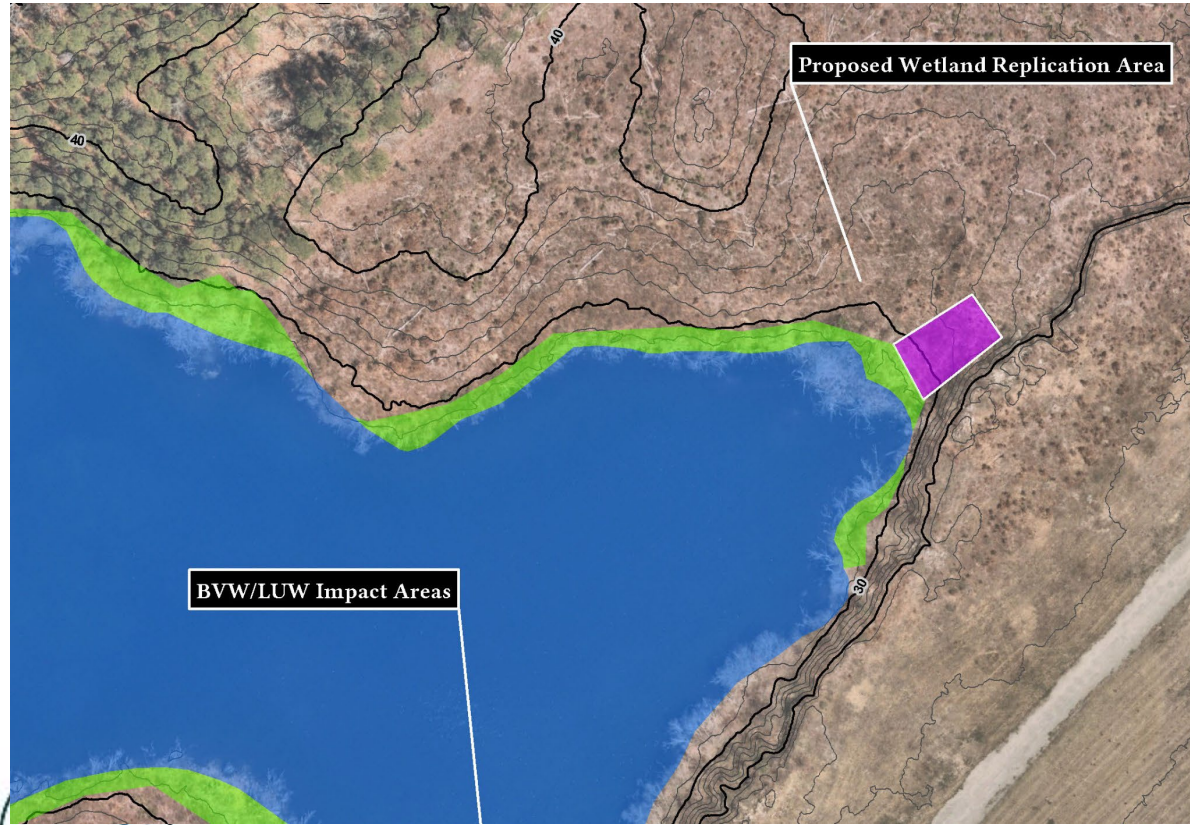
Taxiway D Design Alternative

➔ Reduces wetland impacts by 35% from Draft EA/EIR

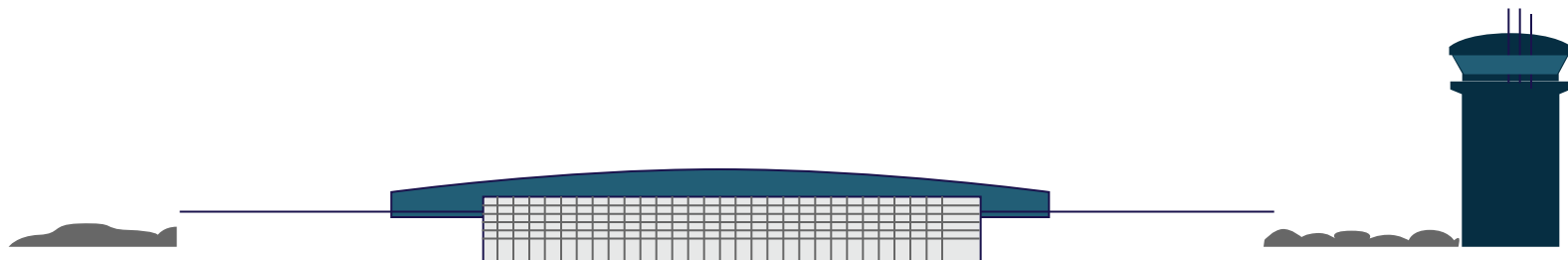


Wetland Replication Area

AJ

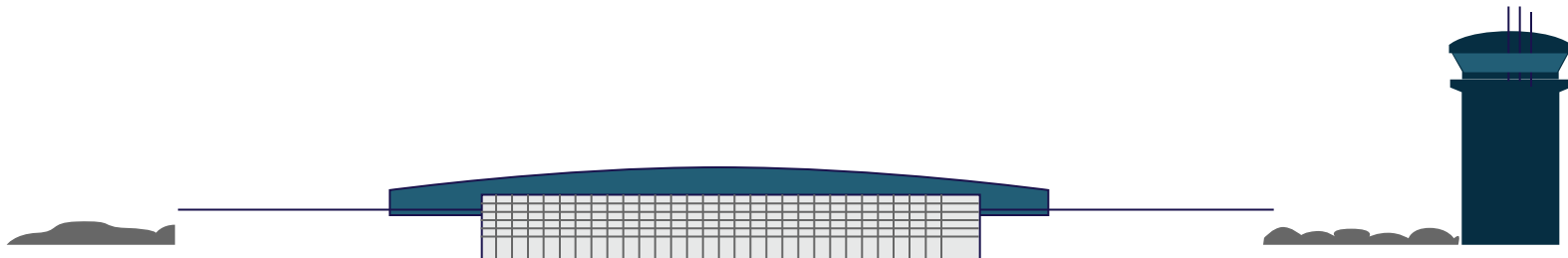


Questions related to wetlands?



MEPA Comments Received

Tree Removal



TREE REMOVAL COMMENTS/STATEMENTS



**C/M: Conservation
Restriction should be
evaluated**



**C/M: Minimize tree/shrub
clearing & offset with tree
planting/buffer enhancements**



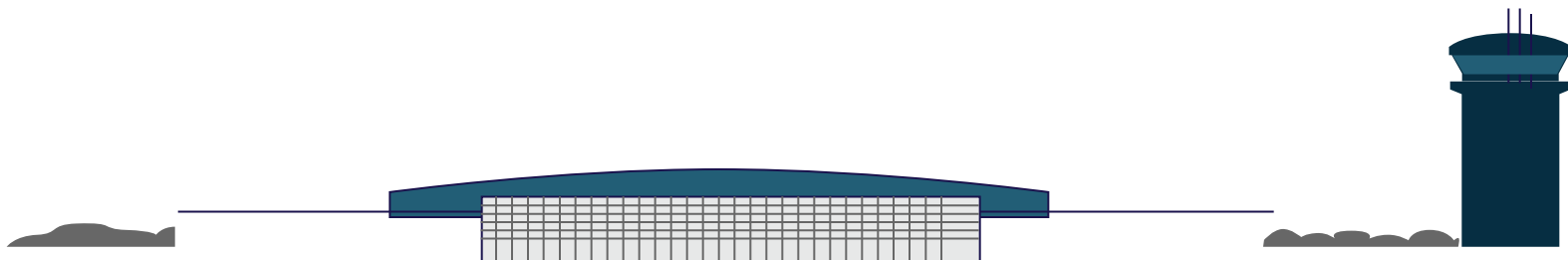
**M: Reuse of wood
products**

TREE REMOVAL RESPONSE

- ✈ Analysis of Airport property indicates that CRs are most likely infeasible
- ✈ Participating in Greening Hyannis tree planting program
- ✈ Identified Airport areas for tree planting and enhancement landscaping
- ✈ Reuse of wood chips for erosion control, vegetation control (e.g., along fence line). This has been done with past projects. Chips reused for landscaping (around terminal plantings)

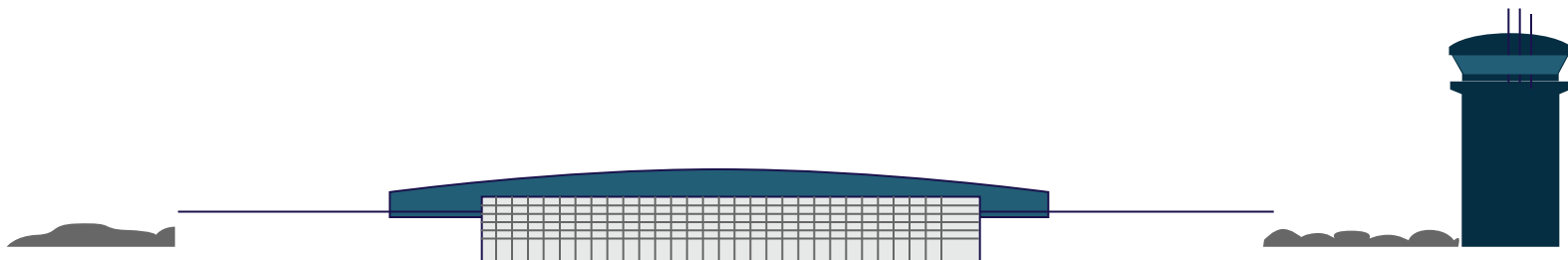


Questions related to tree removal?



MEPA Comments Received

Public Health/Environmental Justice



PUBLIC HEALTH/ENVIRONMENTAL JUSTICE COMMENTS/STATEMENTS

AJ



**C: Airport should
mitigate historical PFAS
impacts**



**M: Need to Update
Environmental Justice
email list**



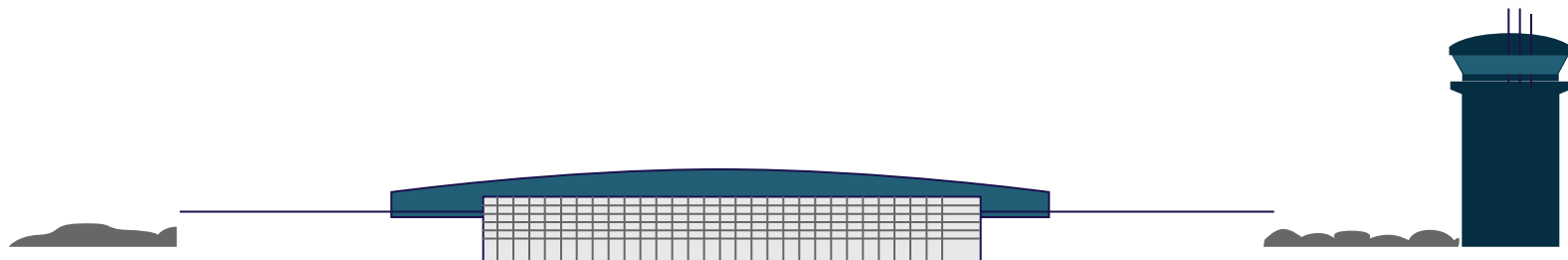
**C: Need to identify
additional mitigation
measures**

PUBLIC HEALTH/ENVIRONMENTAL JUSTICE RESPONSE

- ✈ Airport has funded treatment at Maher Wells implemented in 2020 and meets drinking water standards.
- ✈ Airport is not responsible for mitigating non-airport related plumes caused by BFTA and unknown sources per state law/regulations
- ✈ Stakeholder list has been continuously updated and reviewed by the state MEPA EJ office.
- ✈ Airport supporting electric aviation and use of sustainable aviation fuels (SAF)
- ✈ Airport will seek DEP Grant programs for air quality monitor(s) – PM2.5 sensors

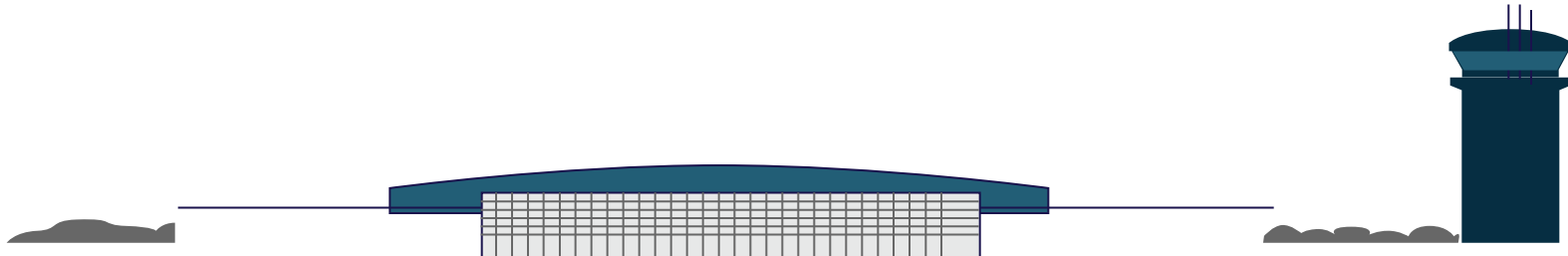


Questions related to Public Health/ Environmental Justice?



MEPA Comments Received

Airport Usage/Location



AIRPORT USAGE/LOCATION COMMENTS/STATEMENTS



**C: Terminal building
doesn't need expanding**



**C: Only the rich, private jet
users need the airport, and it
doesn't benefit the community**



**C: Close the airport and
move to JBCC**

AIRPORT USAGE/LOCATION RESPONSE

- ✈ Terminal Building – Reconfiguration of space proposed for initial phase to meet airport use and need
- ✈ The Airport serves many different users and all of Cape Cod from the commercial core of Cape Cod
- ✈ MEPA accepted that JBCC is not a feasible alternative/FAA not studying airport closure



AIRPORT USAGE/LOCATION RESPONSE (Cont.)

Reconfiguration proposed for initial phase of airport use and need

- ✈ Terminal expansion/modifications needed to adequately respond to passenger needs now and in the future.
- ✈ We have a small TSA hold room and with three flights happening in close-proximity (time wise) we will run out of passenger room in the holding area.
- ✈ We can only accommodate 100-130 people comfortably.
- ✈ Seasonal flights by JetBlue and American Airlines overwhelm the secure screening area



Existing Secure Hold Room
= 2,072 sf

ACRP Standard =
15sf/passenger =

138 passenger capacity

AIRPORT USAGE/LOCATION RESPONSE (Cont.)

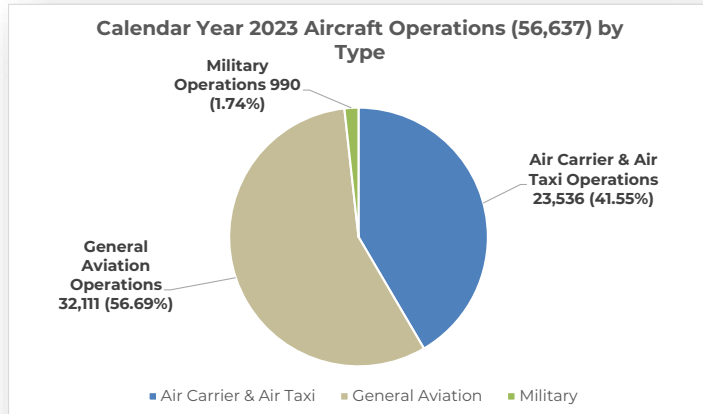
The Airport serves many different users and all of Cape Cod from the commercial core of Cape Cod

- ✈ One of nine Enterprise Funds and Department of the TOB
 - Highest budget and revenue outside of the General Fund
- ✈ NOT TAX FUNDED by the residents of Barnstable
- ✈ Airport pays the TOB over \$1.6M annually
 - Indirect costs = \$937,199 in FY2025
 - Taxes = over \$700,000 in FY2025
- ✈ FY 2020 Economic Impact Analysis Numbers:
 - 65 tenants and associated businesses
 - Employment opportunities for 1,724 people with an annual payroll > \$73.8M
 - Regional economic output > \$157.2M
- ✈ The current federal funding program (Airport Improvement Program (AIP))
 - Funds obligated for the AIP are drawn from the Airport and Airway Trust fund, which is supported by aviation user fees, fuel taxes, and other similar aviation use revenue sources.

AIRPORT USAGE/LOCATION RESPONSE (Cont.)

The Airport serves many different users and all of Cape Cod from the commercial core of Cape Cod (cont.)

- ✈ There are 3,300 airports open to the public in the United States
- ✈ Only 11% (383) are commercial service airports
- ✈ Of the 383 Commercial Service airports:
 - ✈ 145 (or 38%) are airports like Boston Logan, Chicago O'Hare, and New York's JFK
 - ✈ 238 (or 62%) are airports like Cape Cod Gateway Airport with GA activity being the majority of operations not commercial service.



AIRPORT USAGE/LOCATION RESPONSE (Cont.)

The Airport serves many different users and all of Cape Cod from the commercial core of Cape Cod (cont.)

- ✈ Some have stated that the airport is not busy
 - Airport revenues have increased by 106% in the past six years
 - Airport home to over 65 businesses/private users, employing over 1,724 employees
 - Cape Air is in its 35th year
 - JetBlue is in its 11th season
 - American Airlines is doing well in 1st season with on average over 80% -90% passenger load factors
- ✈ Our users are varied:
 - Our tenants
 - Commercial airlines
 - Year-round residents
 - Employees transitioning to/from ACK and MVY
 - Contractors (electricians, plumbers, general contractors, etc.)
 - Marine Home Center = transitions 1,200 employees annually to/from HYA to ACK
 - Doctors & Nurses (Cape Cod Hospital)
 - Hospitality industry workers
 - Military
 - Medical Evacuation Flights (near daily occurrence)
 - Summer residents (who pay taxes year-round and use various Cape Cod services)
 - Visitors to the region (those that support the thriving Cape Cod economy)
 - Our community

AIRPORT USAGE/LOCATION RESPONSE (Cont.)

The Airport serves many different users and all of Cape Cod from the commercial core of Cape Cod (cont.)

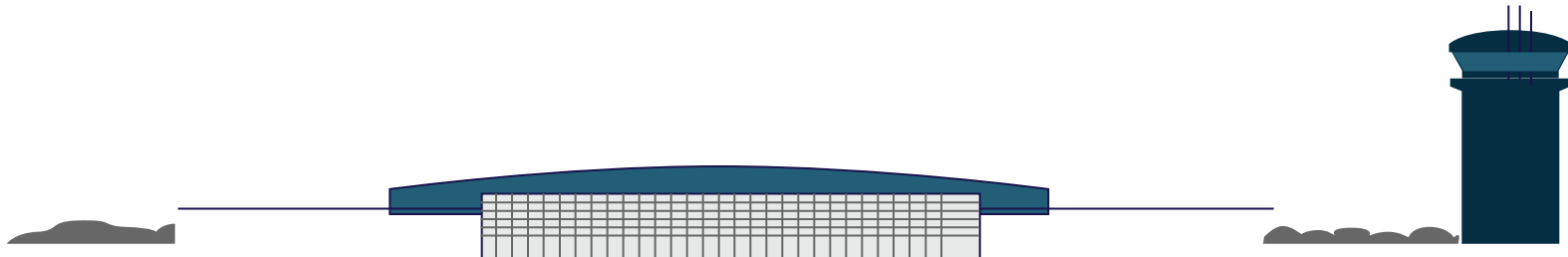


AIRPORT USAGE/LOCATION RESPONSE (Cont.)

JBCC is not a viable alternative per MEPA Certificate/FAA not studying airport closure

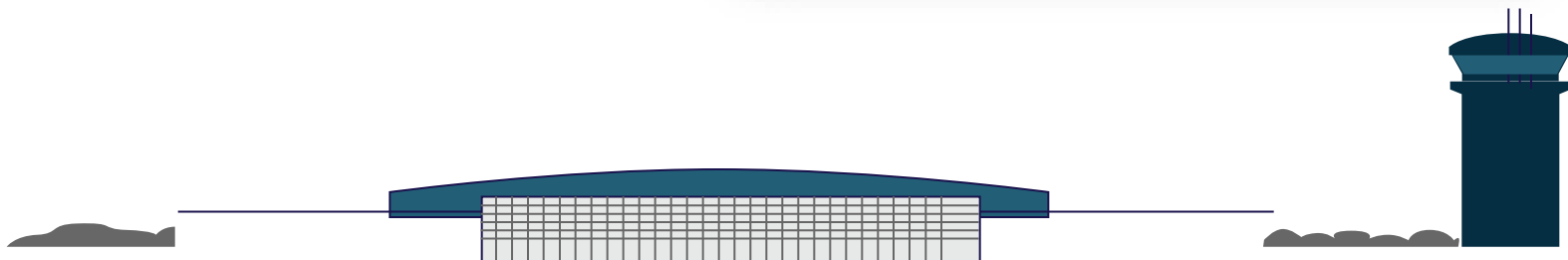
- ✈ Neither the Commission nor the Town can unilaterally close or relocate the Airport.
- ✈ FAA will not study airport closure
- ✈ AIRPORT LAND =
 - Any land acquired by the airport from the federal government is subject to certain federal obligations
 - Airport would be required to reimburse the federal government for any real or personal property at fair market value. 639 acres in Hyannis at fair market value.
- ✈ AIRPORT GRANT ASSURANCES =
 - ✈ To date, that accounts for over \$99M and growing that the Airport/TOB would need to repay
- ✈ EXISTING AIRPORT TENANTS =
 - Existing tenant leases = compensation for their investments, moved to another location and new facilities constructed for them
- ✈ As a department of the town, with only so much in airport financial reserves, the TOB would be on the hook for the above fees

Questions related to Airport usage/Location?



Next Steps...

- Final EA and Final EIR filed (estimated to be submitted to MEPA in September 2024)
- Sept. 2024 Assumed Environmental Monitor Publication Date
- 60 Day Period Comment Period
- November 2024 MEPA FEIR Decision Certificate Issued
- FAA EA Determination (Fall/Winter 2024)
- CCC DRI Review and begin permitting phase (after completion of DRI review)



Project Contacts

Airport

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Project Team

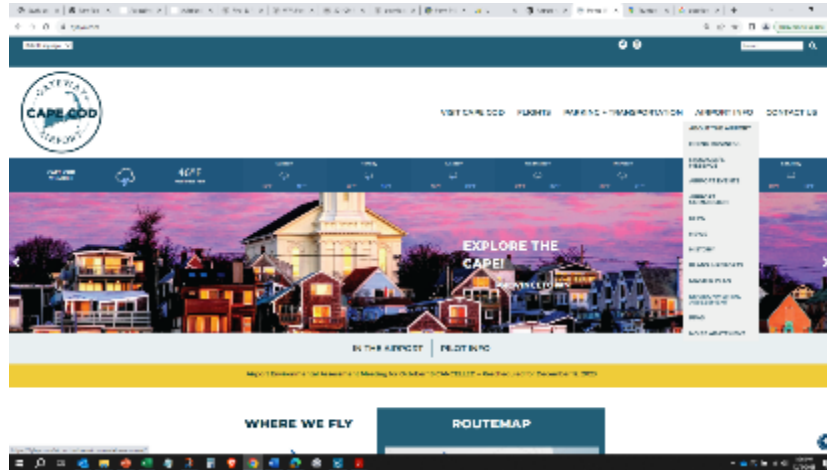
Alyssa Jacobs
Project Manager
Epsilon Associates, Inc.
978-897-7100

Website (project documents available)

<https://flyhya.com/environmental-assessment/>

Project Email

envirohya@epsilonassociates.com



Please stay involved!

THANK YOU !

